M-Trains Show Great Promise

Maine Central's mail-merchandise trains—operating less than two months already have brought new business to the rails and show great promise of attracting still more.

The new service was inaugurated Sept. 6, with main-line trains carrying mail, milk, express and high-priority freight on passenger schedules. In many cases, the new trains slice a full day of transit time for freight from Maine to the major New England rail gateways at Worchester, Mass., St. Johnsbury, Vt., and Mechanicville, N.Y.

The Eastern Fine Papers Division of Standard Packaging at Brewer was the first user of the new, faster service, ordering a car of products into the first mail-merchandise train out of Bangor, Sept. 6. The inaugural train was christened by pretty Constance D. Rittal, Miss Bangor of 1960.

Within a few days, the Atlantic and Pacific Tea Co. began to use the trains on a regular and increasing basis for transporting groceries from Portland to Bangor. These shipments have been joined by fresh meat for Bangor wholesale concerns who thus gain earlier deliveries from St. Johnsbury.

The H.P. Hood Co. also has increased its load movements through the use of the new mail-merchandise trains.

The Great Northern Paper Co., realizing savings in both time and expense through use of these new trains in late September when much-needed pipe was rushed to their Millinocket construction project. The two-car shipment, for which work...

(Continued on Page 8)

Insulated Cars Completed for Keyes

Completion of the Waterville Shops' largest order of special-purpose equipment in recent years has set the scene for push-button loading and unloading of crumb pulp by the Keyes Fibre Co.

The modified cars—30 of them, bearing the Keyes medallion in addition to their Maine Central herald—will be used to carry crumb pulp between plants at Shawmut and Waterville.

The new pulp-handling system is part of an extensive program of plant equipment improvements in progress at both Keyes operations. Keyes has announced that a completion date has been set for early 1961.

Maine Central's phase of the Keyes program has been extensive modifications of the 30 freight cars to make possible blower loading and vacuum unloading of the crumb pulp, as well as to prevent the moist material from freezing on route from Shawmut to Waterville.

Using 6100-series cars, now re-numbered in the 2100 series, the Waterville shopmen, installed three-inch fiberglass insulation on sides, ends and roofs. Plywood interiors were added, finished with two coats of a special chemical-resistant varnish. Seams in the plywood were sealed with three-inch polyethylene tape to prevent growth of fungi that would spoil the pulp.

Wooden swinging doors were installed inside the car's sliding steel doors, with clearance at the top to allow pipe loading of the crumb pulp. Complete re-painting, stenciling and mechanical inspection finished the job.

CARS FOR KEYES—A total of 30 insulated cars have been completed at the Waterville Shops for the Keyes Fibre Co. Inset shows Keyes insignia that joins MeC herald on the new cars.

in late September, and the cars are ready for use.

Keyes officials say the new handling system and other changes will increase production of pulp at Shawmut and of finished pulp at Waterville.

The company is a major manufacturer of these items, the nationally-known "Chinet" and "Savaday" pulp and plastic products.

St. Regis Starts Multiple Shipments

Dedication of a new Time-Life-printing plant at Old Saybrook, Conn., in early October signalled the start of high-volume, multiple paper shipments from Bucksport by the Maine Central.

Each shipment weighs 500 tons and is loaded in ten two-grade box cars, the first left Bucksport the week of Oct. 10.

The remainder of 1960 will see 1,200 tons shipped from St. Regis Paper Co., at Bucksport, with a total of 10,000 tons projected for the entire year of 1961.

Maine Central officials, who met with Time-Life and St. Regis people to work out the details, were told that the new plant at Old Saybrook—the Cusco Eastern Press, Inc.—will print eastern editions of Time, Life and other Life publications formerly produced in Chicago.

Maine Central-Portland Terminal Co. pledges in the 1960 United Community Services campaign nears $7,000 as the MESSENGER went to press. This year's company quota is $8,000.

The company campaign for pledges, under leadership of H. M. Rainie, vice president, purchasing, began Sept. 28, date of a letter to all employees from President E. Spencer Miller urging generous pledges for this once-a-year effort. Mr. Miller's letter was endorsed by general chairmen of 14 Railroad Brotherhoods.

Solicitors are asking for your "fair share," which works out to about an hour's pay, monthly, for the coming year, UCS workers in the Maine Central-Portland Terminal campaign feel that compared with the need of the 40 agencies that benefit, this is little enough.

They look for your support. Think it over and be generous.

LOOKING THEM OVER—Three officials of the Keyes Fibre Co., join Waterville Shops Superintendent George P. Silva for an inspection of the new cars. Left to right, Don Leach, assistant traffic manager; John H. White, superintendent, groundwood division and manager of the Keyes woods department; C. R. Johnson, vice president, manufacturing; and Silva.
To My Fellow Workers:

Traditionalism vs. Progress

Researchers into the history of Maine Central tell me that the first persons to be transported by railroads later joined to form our Maine Central system were carried on cars of lumber and seated uncomfortably among the boards. This crude phase lasted but a short time when, in response to need for faster and more comfortable trips, the public requested and was accorded by Maine Central the best, safest and in its time most expeditious means of conveyance. The Maine Central by World War I was a great passenger carrier. Even as late as 1940 on the eve of World War II—a time within the memory of most of us—we were running no less than forty passenger trains a day.

 Tradition was hard to break with, and Maine Central people have a natural pride in our performance as a great and safe carrier of human beings. There comes a time, however, in the affairs of nations and their institutions when traditionalism and progress conflict. The government of such a nation or of such an institution has to decide whether it will die, as did the dinosaurs, or evolve into a new, more profitable and more socially-useful organization. The step in the latter direction is progress. It is a step which your management not only has taken but should have taken to preserve jobs and to preserve a railroad healthy enough to give employment security and employment expansion.

Some political aspirants talk of resurrection of passenger service through resurrection of some old and nullified 1836 charter provision. Such remarks are in the face of twin findings of our Supreme Court that there is no substantial need for passenger service and that the over-all best interests of the state required discontinuance. Unquestionably, those who speak of the return of passenger trains on Maine Central do so without familiarity with the facts upon which the Supreme Court based its findings. Maine industry was united in the conclusion that its preservation and prosperity required the action which your management proposed and has taken. Your best job security lies with the kind of sound, progressive railroad which we are building.

I hope to be able to report to you from time to time on the progress which our mail-merchandise train concept has brought. In a very rough way it now appears that immediately upon cessation of passenger trains we reduced our out-of-pocket deficit (which is only a fraction of the story) from over $600,000 to between $100,000 and $200,000 on an annual basis. Increased economies in turn around, increased mail pay and the extent that freight cars can be added can further reduce and wipe out this deficit and turn this operation into a profitable one. Such is the goal of every forward looking management and every forward looking railroad employee. We are proud that Maine Central is so close to reaching it. If we should be wrong in this concept and if these trains should prove a dismal failure—which we do not expect—then we shall have to face the music and again act in the direction of sound operation.

We are looking forward to expansion in the field of piggybacking, expansion in the field of faster and better service and towards new endeavors and new traffic potential which acquisition of new equipment will make feasible. Later reports on these phases will be made when the situation is appropriate.

EDITORIALS

Here's The Messenger

This is Volume 1, Number 1, of the Maine Central Messenger, a monthly publication for employees and friends of the Maine Central Railroad and Portland Terminal Co.

It's your newspaper, and with your interest and support, we hope to make the Maine Central Messenger the best employees publication in the railroad industry.

You can help—with ideas for stories, suggestions for pictures, criticism, or maybe a pat on the back—if you think we've got it coming. We want you to like the Messenger, and to look forward to its arrival—first as a nodding acquaintance, but soon as an old friend.

It's That Time

It's that time of the year again . . . crisp mornings, autumn colors . . . bright sun and air that seems clearer and cleaner than at any other season . . . a time that’s good, a time to enjoy, and a time to count our blessings.

It's also a time when we can help the less fortunate . . . youngsters, oldsters, the ill and needy whose problems cloud the colors and sunshine of Autumn, and who look to the Community Chest, United Fund or United Community Services for help.

Your gift will pay off in at least three ways: it will help the less fortunate, it will make your community a better, happier place, and it will give you the satisfaction that comes with knowing you've done your best.

One Small Vote

One electoral vote elected Rutherford B. Hayes as president of the United States. One congressman's vote saved Selective Service just 12 weeks before Pearl Harbor. American history is full of big things accomplished by just one small vote.

This is in answer to those of us who ask, "Why should I take time to go to the polls . . . my vote won't make any difference?"

Maybe it won't make any difference, but it could, and after we vote, we know we have done all we can do to make our form of government work.

A far wiser man than most of us once observed that "Liberty means responsibility. This is why most men dread it." If we dread the responsibility of voting, how long can we enjoy that privilege? If we don't vote, how long will it be before we can't vote?

November 8th is election day. Consider the issues and the candidates. Don't neglect your responsibility, protect it with your ballot.

The Maine Central MESSENGER is published monthly at Portland, Maine, by employees of the Maine Central Railroad Co. and the Portland Terminal Co. It is circulated without charge to active and retired employees of these companies, and to customers and other friends throughout the Nation.

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MECE Golfers Win Second B&M Tourney

BEAT B&M ONCE MORE—Trophy winners who led the Maine Central team to its second win of the season over a squad representing the Boston and Maine were, left to right, Dick Goodie, Portland, Class B net; Bill Welch, Portland, Class C net; Whity Davis, Bangor, Class A net; Jerry Shea, Portland, and Larry Galant, Bangor, tied for Class A gross; and Sam DiPhilippe, Portland, Class C gross.

Larry Gallant, Bangor yard conductor, won championship honors in the final Maine Central-Boston and Maine golf tournament of the season in a sudden-death extra hole played against a team-mate.

Gallant and Jerry Shea, statistical clerk, car accounting, Portland, had the Maine Central team to a 32-stroke victory over the B&M squad, but were tied for Class A gross honors with 81's. Gallant parred the extra hole—the 342-yard first at Bau-

negr Beg—while Shea bogied, making it a great day for Gallant.

It was a great day as well for the Maine Central team, which won permanent possession of the E. Spencer Miller President's Cup. It was the second time in as many tournaments this season that the Maine Central golfers had beaten their colleagues from Boston.

EDITORIAL

LAST PASSENGER TRAIN—No. 4 pulls into Portland Union Station as the last regularly-scheduled passenger train to be operated on the Maine Central. The only unusual thing about its arrival was the presence of newspapermen and photographers.

Editors View Last of Passenger Trains with Sympathy, Nostalgia

“... it had become an anachronism against today's background of the super-highway, the eight-cylinder engine and the 600-mile-
an-hour jet liner.” (Ed McKeon, Bangor Daily News).

“... it seems incredible, today, that the Maine Central Railroad was once the only realistic means of reaching the annual Topsham Fair in October each year. x x x x The railroad passenger train has departed from the scene in this part of Maine. It's departure will be ignored by many, regretted by few. However, as the wall of the diesel-hauling long freight trains on the Maine Central through Brunswick is heard on cold winter nights the sound will bring back to oldtimers—in this age of the jet—many a happy memory of the days when the only way to get anywhere, except by horse and buggy, was to take the train.” (Paul Niven, Brunswick Record).

These two excerpts from a daily and a weekly newspaper in Maine are typical of the general reaction of the press, and the public, to the ending of regularly-scheduled passenger service on the Maine Central Railroad.

The final train of a service which the public had desired in favor of the private automobile and the airplane rolled into Portland Union Station at 6:10 a.m. on the morning of Sept. 6. Although it had started at Vancouver and had made stops at Bangor, Waterville, Augusta and Brunswick less than 35 paying pass-

engers detrained at Portland. This on the day after Labor Day on a train that 10 years before would have been running in two or three sections with the coaches and (in those days) sleeping cars packed to capacity.

Even those whose principal objection to the ending of non-patronized passenger service was their reluctance to see trains stop running didn’t take the trouble to make “last trip” rides on Labor Day and Labor Day eve-

ning as the two round trips between Portland and Bangor (and the single round trip beyond to Vanceboro) made their last runs. Extra coaches had been put into the last trains to make sure those with nostalgic trends for trains had seats if they wanted to make the final runs. Train crews never even had to open the coaches—the regular equipment wasn’t even filled on the last runs.

The arrival of No. 4 at Portland on the morning of Sept. 6 marked the end of an era. Passenger trains which the general public had long since ceased to patronize, except on the few days when weather made other forms of transportation hazardous or non-operational, quietly joined the stage coach and the trolley car in limbo.

Robertson Takes Quebec Rail Post

John T. Robertson, former assistant superintendent, Eastern Sub-Division, Bangor, has left the Maine Central to return to his native Canada.

A veteran of 14 years’ service with the Boston and Maine and Maine Central, Robertson has become superintendent of the Port Carier Mining Co. Railroad, a subsidiary of U. S. Steel, at Port Carier, Quebec.

Robertson began his railroad career in 1946 as secretary to the president in Boston. He became assistant train-

master in Portland in 1948, and Assistant Superintendent, Eastern Division, Maine Central, in 1955.

NATION'S RAILROADS ENTER SPACE AGE

The railroads have entered the space age. They won’t be sending cabooses into orbit, but the railroads’ contribution to the nation’s missile strength and preparedness will be big from now on.

In September, the first of a series of special trains rigged to carry, launch and direct the Minuteman ICBM completed a ten-day swing over railroads of the west. General Thomas S. Power, commander-in-chief of the Strategic Air Command, termed the test program “completely successful in providing the information we need to make firm plans for the mobile Minuteman.”

Minuteman, a solid-fuel ICBM with a range of about 6,300 miles, is schedule
d to become operational in 1962. Many of them will be placed in underground launch sites which provide protection from all but a direct nuclear hit. Others will be placed on specially designed railroad launch cars.

OFTEN HEARD, SELDOM SEEN—But here’s an opportunity to know the source of those friendly voices you hear when you dial “0” on the interoffice telephone lines. Caught by the camera as the shift was changing in the general office switchboard room were, left to right, Mrs. Armida Kimball, Mrs. Alice Gallant and Mrs. Julia Roper, chief operator.
AT PRESIDENT’S DINNER—General chairman of the Brotherhoods and department heads were guests of President E. Spencer Miller at the annual President’s Dinner at the Lafayette Hotel, Portland, in October. Counter-clockwise, starting at Mr. Miller’s right, are Herman Dodge, Engineers; H. M. Rainie, vice-president, purchases and stores; Don Collins, Electricians; Mrs. Kathryn C. McHulkin, director of personnel; Al Bergeron, Carman; A. N. Tupper, Superintendent, MEC; D. D. Prentice, engineer of track; Oscar Borden, assistant chairman, Clerks; H. C. Hook, master mechanic; Stan Chandler, Telegraphers; John F. Gerity, assistant comptroller; Alfred Spinney, Signalmen; A. M. Knowles, general counsel; S. S. Clark, assistant to the president; Ralph Coffin, Train Dispatchers; J. H. Cobb, director of public relations; J. E. Hamilton, assistant to the director of personnel; Sewall Boynton, Firemen; R. W. Williams, superintendent, PTC; G. P. Silva, superintendent, Waterville Shops; Paul Sullivan, Machinists; J. D. Rourke, superintendent, car maintenance; Joe Connor, chairman, Clerks; W. E. Pierce, assistant general manager; and Frank Hagan, Firemen and Oilers.

Woodchuck’s eye-view of Ken Brann

The PTC’s track clerk has kept records of his weekend chuck hunts since April 30, and except for the grand total, feels the chuck was the high point of the season.

Along with the maple leaves, the maples started falling all over the Maine Central system this past month. The defending Maine Central champs, Rigby team 4, consisting of Joe McDonald, Tom Manning, Bud Harriman and Lloyd Parker, tied with Rigby Team 5. Edgar Dunham is captain of the other group, backed up by Bill Minard, Leslie Newton and E. Murphy. John Brodrick held the high average at press time: 105.3, and Leslie Newton had rolled the high single, 113. Brodrick had high three-string total of 343.

The general office league boasts 10 six-man teams bowling every Tuesday night. Commissioners Herbie Wetmore and Ralph Gordon have introduced a new handicap system which should make for a more interesting league situation than has been the case. John Foley had high single with 116, Jerry Shea held the high three-string total with 340 and high average with 133. Team 9, with Shea, Foley, Everett Goddard, Wake McGregor, Lenny McDowell, and Ed Haley, led the league at press time with a five win, no loss record.

Alice Eliason, who heads up bowling on the feminine side, reports several women’s teams in full swing—Women’s Couples’ League. Herb Whittmore says he could use more couples, as some of the teams are showing up blanks. We don’t know quite what he meant by that.)

We hope to wrap up the sports scene monthly in this column, and would like to hear from golfers, bowlers, hunters, skiers and fishermen throughout the Maine Central system. If you’ve got sports news, send it to Jerry Shea, general offices, Portland.

(Continued on page 8)
GENERAL OFFICES

John Murray, mail clerk, and his father, Walter, Portland Terminal Station Police, have their new "dollhouse" home on Deering avenue.

Raymond Briggs, Car Accounting and Statistics, has moved his family from the Kennebunk area to the town of Raymond.

Mary Taggert, stenographer, and husband, Milt, had a wonderful two weeks touring the State of Michigan, various sections of Canada, and other places, returning via Vermont and New Hampshire.

Everyone was pleased to see Mrs. Gladys Lyden, Mrs. Peggy Leighton, and Mrs. Eleanor Cousins, in the Auditor Revenue Office as substitute clerks. All these girls are former employees.

New Citizens: Priscilla Luce, 1st daughter, 3rd child of Dick and Gloria Luellen P. Clarke; Patrick Mulken, 4th son to Bob and Jan Clarke (4th child). Cheryl Crawford 3rd daughter, 4th child to Peta and Bea Crawford.

Travelers: Samuel W. Spire, retired Head Clerk, sailed from Montreal August 9th, for an indefinite stay in Europe, visiting England, France and Germany. He is very conscientious about sending cards and everyone in the Aud. Dsb. office has received one of the different sections of London. Advised the trip over on the Empire of England was very smooth, meals were grand.

Marriages: Richard Esty married Pearl Baran in August, and is now a permanent resident of Portland. No marriage commuting to Waterville for him.

Social: Fifteen girls complimented Janet Ireland, Jan Clarke and Bea Clarke with a baby shower at the Stove House in Brunswick in August. Guests were presented personal gifts and enjoyed a Smorgasbord with all the fixing's.

Mrs. Margaret Haley is working in the Assistant Comptroller's Office in the place of Mrs. Janet Ireland, now on leave.

Among new cars spotted around the General Office: Edith MacGibbon's white and cordovan Oldsmobile; Walter Bird's gold-colored Ford; Steve and Ernestine Miller's Montecarlo Red Falcon; Donna O'Bryan's white Chevelet.

Marjorie and John Briggs traveled by train to Montrose, through the Canadian Rockies, visiting Banff, Lake Louise, Emerald Lake, Vancouver and Victoria, B.C., also Portland, Oregon.

Bob Lewis drove to St. Petersburg, Florida, to visit relatives. Dick Goodie and his family drove to Denver, Colorado, to visit his brother.

Earle Bennett is the proud father of a son, David Earle, born September 30.

Charles Clark, data processing, traveled through the "wilds of Canada," up to Flin Flon, Manitoba. He also visited his mother in Gary, Indiana.

Ralph H. Gordon has been elected President of National Machine Acountants Association, Pine Tree Chapter. He presided at their first meeting in the Sun Room of the Eastland Hotel, with a banquet following. Other members included Eugene P. Trueworthy, Gordon L. Wilson, Grover Chukley, and Maurice Hawkes. The latter serves on the program committee.

Mrs. Germaine Deschenes was matron of honor at the wedding of her brother, Leo Gregoire, to Constance Lassard, on October 15, at Augusta.

Mrs. Barbara Gain attended "Homecoming" at the University of Maine, enjoying the football game, play and dance. Her husband, Leo, is a senior there, graduating next June.

PORTLAND TERMINAL

The Chief Retires—With last-day papers still on his desk, Chief Dispatcher Cecil G. Priest was joined by fellow workers as a presentation was made on his final day of service. Left to right, M. F. O'Brien, assistant superintendent, PTCO.; Miss Donna O'Bryan, R. W. Williams, Superintendent, PTCO.; Mrs. Kathryn McMulkin, director of personnel; Ray Wedge, chief dispatcher; William E. Pierce, assistant general manager; George Marcew, chief clerk, superintendent's office; Priest; Arthur Palmer, train crew dispatcher; Ansel N. Tupper, superintendent; and Clifford R. Ball, transportation assistant.

Congratulations are in order to Leader-Loader-Caller Kingsley R. Welch and wife, who were married in July.

Word was received of the death of former Car Clerk Charles D. Aitken recently after a long illness. Sympathy is extended to his son and family.

A big change is noted in the Freight Office-Freight House building, and a new "office section" from Former Union Station as well as the Railway Express have moved in.

Leader-Loader-Caller John T. Curran Jr. and wife had an extended trip through Europe, returning home by plane.

We hope to be able to secure some pictures for our new magazine in the near future. Everyone seems to be camera-shy, so maybe we will not have any luck along that line. So many have promised to donate photographs, snapshots, etc., but they don't seem to be forthcoming very rapidly.

If anyone has been omitted, please advise your correspondent, and she will remedy the situation.

RIGBY

It is with great pleasure that I have accepted a request to act as correspondent for our new publication, "The Maine Central Messenger." I shall hope for cooperation from my fellow workers, to the extent of personal articles, snapshots, and other interesting articles.

My first contribution will be rather brief, owing to my vacation, and picking up where I left off, I could get over the phone.

Foreman Roy Hanes who was recently hospitalized is progressing satisfactorily.

Laborer and spare boilermaker Charles Jackson, who lives in Skowhegan, commuting to his home once a week, was elected president of the Jackson Family at their reunion held at Reynolds Park with 50 members present.

Machinist George Miller has returned to work after a thorough check-up.

Machinist James Larrabee is still on the sick list, having been out for at least two weeks.

Carman Howard Thrulow who retired some time ago, is ill.

Machinist Russell Hammond recently motored a visit to relatives at Ogden, Utah, in his new Valiant.

Practically all the men have had their vacation except for the deer hunters who have reserved theirs until November.

Carman Martin James Conley died recently. He was popular with his fellow workers and always regret was felt by all who knew him. A floral tribute was sent to the funeral.

General Foreman Malcolm Billing- ton is living in a new house built on Sroodwater street, near the site of his former home which he sold last year. The house is nearing the framing stage of construction, and undoubtedly will have it ready for occupancy in the fall.

Carman Henry Gavette has retired after a period of long service.

Carmen "Danny" Norton, and George Thomas, are on the sick list. "Danny" is at the Mercy Hospital.

Carman Paul Lajoie died recently. A floral tribute was sent.
WATERVILLE SHOPS

Due to short notice, we haven't had much time to get our line untangled, so this effort will be necessarily short.

Robert F. Silva, son of Waterville Shops superintendent and Mrs. George P. Silva, became the husband of Dorothy A. Burr in a recent ceremony at the Central Baptist Church, Waterville, N.Y. The bride is the daughter of Mr. and Mrs. Walter H. Burr of Waterville.

Mrs. Silva has been a teacher at the Mohonacan Central School, Schenectady. She is a graduate of Oneonta State Teachers' College, and received her Master's degree from Syracuse University.

Mr. Silva is a graduate of Tufts University, and received his Master's degree from Purdue. He is employed by the General Electric Co., Schenectady, N.Y., as an electrical engineer.

Mr. and Mrs. Silva will make their home at 306 Michigan Avenue, Schenectady.

Foreman Bill Otis is now in charge of the work equipment repairs program along with his usual duties on mail and express cars.

Juanita Fecteau, daughter of Clerk and Mrs. Fredrick Fecteau, was married to Robert Bowden at Sacred Heart church, Waterville, Oct.

And then there was the case of the missing diesel bell. Seems two top grade A machinists couldn't find the bell on a locomotive after hunting for some time and reported to Foreman Lou Illig that there was no bell on the engine. We won't mention names, because the "Messenger" couldn't stand a libel suit at this stage in its career.

Laborer Carroll Tibbetts and Miss Goldie Whitehouse were married in Waterville recently.

Foreman Bill Otis has recently sold his farm in Clinton and is negotiating for a home in Fairfield.

Paint helper Pop Danforth has received after some 14 years with the company.

TRAIN CREWS

John Oberg has been appointed trainmaster with headquarters at Waterville, Maine.

Earl Risteen, many years at Bath as baggagemaster, passed away last August. Our sympathy is extended to his family.

Walter Burnell, agent at Bowdoinham, has retired, and Henry Preble has bid into the agents job vacated by Walter.

Our deepest sympathy is extended to the families of T. E. Peters and Albert Babbie, both fishermen at Waterville, who met with tragic accidents, within weeks of each other, while performing their respective duties there.

"Bill" Boisvert, second trick yard master at Waterville, has been off sick for quite some time. He hopes to be back to work soon.

Trainman "Dick" Frank has broken out with a nice black Comet station wagon.

Conductor Roy Garland is taking a vacation. Is rumored is getting ready for the big hunting season.

Dropped in on Retired Conductor Albert Palmieri, now living in Lancaster, N. H. Both he and his wife are in "pink of condition."

Dispatcher "Ray" Wadge is off sick at this writing. Hope he has a speedy recovery.

Agent Chipman has returned to his job at Burnham Jet, after a long sickness.

Trainman Roma Drouin is shaping up into a mighty fine golfer.

Conductor "Hank" Harradon has taken the job on RAJ—AR2 displacing "Roy" Garland. Frank McNalley and "Herb" Howard have taken the jobs on RJ1—RJ2.

Trainman "Stan" Mattatall has purchased a home in Scarboro. Any loose lumber laying around?

Trainman Merle "Iron Man" Plummer has taken the braking job on the Augusta switcher, displacing Harry Searway, who took a job out of Waterville.

Have you noticed the nice handle bar mustache Trainman "Joe" Meehan is sporting, a left over from the recent 200th anniversary of Cumberland County. Mrs. Meehan thinks it is so becoming that "Joe" decided to keep it as a permanent fixture.

Trainman "Juggy" Seward has recently taken the pension after curtailment of the passenger trains. I would like to mention the inspections of trains enroute, especially the boys on the thru jobs, that the section man have given us, notifying the crew of any trouble etc. They have been very helpful preventing what could have been very serious trouble on numerous occasions.

If any of you readers have any little bits of news, which you think would make good reading, please forward to me and it will be used to make a better column. Pictures would be appreciated.

WATERVILLE OFFICES

Things have changed around the Waterville Station during the past few months. The Armstrong Restaurant closed in August. Joe Cnenevert, the former manager, left sometime ago to manage the Terminal Restaurant in Portland. Mrs. Marie Paradies had been managing the restaurant this summer until it closed.

And of course, the last passenger train ran September 6th. It ran through Waterville too early for us to get up to see it!

When the ticket office closed, Ticket Clerk Bill Hanceom bunted Foreman Norman Thing at the Freight House and Norman bunted back in the Engine House.

Our new clerk typist in the Engineering Department is Mrs. Marjorie W. Armstrong. Mrs. Armstrong's husband, Ralph, is employed in the Stores Department.

Baggagemaster Raymond Barriault retired this fall after many years of faithful service.

Chief Clerk Raymond Reny of the Freight Office retired June 22nd after forty five years of faithful service. Mr. Reny was feted at a testimonial dinner at the Fairfield Center Grange Hall.

We are sorry to hear of the death of "Happy" Gregory this fall. At one time he worked at the Freight House. "Happy" was a familiar face around the station and we shall all miss him.

Engineering Department vacationers have been: Maurice Thorne vacationing at his camp at China Lake and in Massachusetts; Ralph Snow vacationing at his China Lake home, Ray Coulombe camping at Sebago Lake, Dave Eldridge travelling to Massachusetts, and Elaine Snow touring the Gaspe and at China Lake. The only unfortunate vacationer was Marjorie Armstrong who was ill at the time.

Transportation Department vacationers were: Gloria Lalonde spending two weeks at the lake, Ruth Brochu visiting in New York and Shirley Barton at Pemaquid Beach.

Spare Clerks filling in at the Freight Office, etc., are Jane Bourn and Harry Nason.

Leo J. St. Pierre spent two weeks' vacation at his camp at China Lake. Bill Bird sprained his ankle playing badminton on his first week's vacation and then spent a week at China Lake. I guess everyone likes China Lake!

Track Repairman Gid Veilleux had an unpleasant experience recently. The Veilleux Company had shut the water off in his neighborhood one afternoon. When they turned it on again, they had prevented his bathroom lavatory faucet to open. As no one was home at the time, the water just kept running. When Gid and his wife arrived, they had several inches of water on their floors. One of those freak accidents!
BANGOR

I certainly am glad to be back with this little column, and need your help. So call me if you have a news item or a tip on a good family story.

Retired Engineer Leonard Grant was in to see us the other day. He and Mrs. Grant motored here from their home at Largo, Florida to spend a short vacation. Their address is, 1159 Clearwater Road, Largo, Florida. They sure would like to hear from you.

Engine House Foremen, Irvin Furrrow, George McCauley, and John Bevan attended the Fifth Progress Report Meeting of the Electro-Motive Division of the General Motors Company at the Eastland Hotel in Portland last month. This meeting is a demonstration of the latest Engineering developments in their locomotive department.

Machinist, Clifford DeYoung is at the Stimson Hospital for surgical treatment.

Laborer, Louis McLaughlin was at the Eastern Maine General Hospital with Pneumonia.

Retired Engineer, Fred Gray of Calais was up to see us a while back. Fred retired in 1935 after 37 years of Railroading. His career started on the old Washington County Line, later transferring to the Maine Central Railroad when it took over.

Foreman, Eugene O. Hatch, of the 3 P.M. to 11 P.M. shift has been on the sick list since July. He is recuperating at his summer place at Castine.

AUGUSTA

Cashier Horace Rodrigue is spotting a new-to-him automobile, and spends his off hours shining it up.

General Agent Herbie Thing was a recent vacationer. He enjoyed a trip with Mrs. Thing to northern and eastern Maine.

Our sympathy is extended to checker Burleigh Foster whose wife died Oct. 1 following several weeks of illness.

Snomographer Oliver Comeau, who fell and fractured her hip in July, is now at home and navigating with crutches. We all wish her a speedy return to work.

Mrs. Lucey Tracey, wife of Agent Ralph Tracey, Hallowell, died Oct. 6 after a long illness. The sympathy of all is extended to Ralph and his son Philip, operator at Waterville.

Clerk "Athie" Bryant recently chipped a bone in her ankle. She is now around and about with a walking cast. She is also shopping about for a house trailer. The advice she has received from her co-workers is priceless.

ROCKLAND

Thought you would like to know who our retired members around Rockland and Thomaston are. They include Conductors Al Atkins, Frank Prescott, Howard Hall, Percy Hackley, Engineer, C. O. Holmes, Inspector F. A. Anderson, Signalmen Andy Staples and William Grant; Sectionman Ansel Wooster; Laborer George Walker, and also Herbert Kirk and James Aylward from the S&B Dept. Always nice to see these fellows around.

Slow down when you are driving on Limonock St. as Retired Conductor Al Atkins is special police there for the school children.

Conductor Percy Brackett who retired account disability is now able to drive his car.

Yard Conductor M. E. Lake and General Clerk Fred Snowman recently enjoyed vacation.

VANCEBORO

We are sorry to report that since the last publication of the Maine Central Magazine, our former correspondent, Harry D. Davis, passed away.

Most of us have already enjoyed our vacations. Ralph E., baggagemaster and janitor, recently returned, and Ronald E. Howland, senior baggagemaster and janitor, who covered his job, is now on vacation. Others recently on vacation were Frank J. Shav, Switchman, Track Operator, covered by M. N. Rand; R. J. McKinny, Third Track Operator, covered by G. W. Congloue; V. E. Craige, Relief Operator, covered by G. W. Congloue and C. W. Beers, Relief Freight and Yard Clerk.

G. G. Gatcombe, Freight and Yard Clerk, and his wife spent his three week's vacation with their son, Gerald L. and family at Pontiac, Mich.

Sympathy is extended to the family of Ashur S. Todd, U. S. Immigration Officer at this port for the past eighteen years, who died September 14.

Percy Trafton, Retired Signalman, and wife, of East Eddington, are visiting at the home of V. T. Wescott, Retired Conductor.

The Canadian Pacific Vanceboro-McAdam Transfer was abolished Sept. 7, but we are happy to report that was reestablished on Sept. 27th with I. W. Jones, Conductor, E. O. Osmstead, Trainman, D. Gabel, engineer, G. L. Radigan, Fireman, and D. J. Meaford, Trainman.

Alvin Grass, sectionforeman at Lambert Lake, has been on the sick list.

OUT OF THE PAST—No. 409 tests for a minute or two in the yard at Bangor, providing background for a shot of retired machinist Richard "Dick" Moran, back a dozen years or more during Maine Central's age of steam.

C. D. Kelly, retired operator, has closed his home and gone to Bangor for the winter.

Trainmen and Mrs. M. P. Barrett have moved to Rockland for the winter.

Bartlett N. H.

It seems nice to once again dig up some notes. Many folks have said that they are pleased to have a magazine once more.

Some building info: Albert Henn, clerk in Mr. Dodge's office is starting foundations for a new garage; Carroll Kelley, machine operator is building an addition to his home at Glen; Elwood Dimmcore car inspector has made some alterations at home and your correspondent managed to get some work done during his vacation in August. All are the finest carpenters, of course.

Sorry to report the death of former section foreman Joseph Burke, of Trenton. He retired on July 30th, 1934. He was first employed in 1908, and held the section at Willey House for several years.

Mr. Niles paint crew has finished painting the railroad fences, and while they were in the business, they painted the section dwellings at Mr. Willard and Willey House.

The employees' room, a building near the engine house has been torn down, and right now the sand house is being demolished. Things are changing around here.

Peter's spare crew is located in Bartlett at present and they, together with help from local section crews are fixing up the crossing 2 miles east of here. Now we shall have a nice, black-top job.

Track supervisor A. S. Dodge had a week's vacation in October, and so did Bob Jones, the welder.

There is a difference in their manner of using the time Mr. Dodge visited in Maine and ate lobsters. Mr. Jones had his head in the TV set watching the World Series.

We have been over the new Kan- camagus highway leading to Lincoln, N.H. For those who wish to enjoy a really scenic trip it cannot be equaled.
M-Trains

(Continued from Page 1)

men were waiting, was put in a mail-merchandise train from Portland rather than in a later freight train, and reached Millinocket hours earlier than would have been the case otherwise.

Increased use of the new trains is expected to result from schedule changes that will provide better connections at Northern Maine Junction, St. Johnsbury, Vt., and Portland.

Scorecard

(Continued from Page 4)

Milton Poor, bon vivant, raconteur and man-about-the-general offices, joined Earle Stover of Portland for a last-of-the-season fishing expedition to Bernis. The trout were there, but uncooperative and disinterested in flies. Less fancy methods, Milton says, saved the day.

Bill Welch and Art Edwards have been named co-commissioners of the general offices golf league for next season, and will be recruiting golfers in hopes to build up the Portland field for the 1961 schedule.

Gerry Shea reports plans afoot for a bigger and better Maine Central Golf League next season, with a tentative move for a single tournament—rather than two—with the Boston and Maine. This, he says, could be in the fall, with a Maine Central Portland Terminal Co. match in the spring.

Any suggestions? If so, see Gerry Shea or Steve Conley in Portland, or drop them a line.

W. M. Russell, freight and yard clerks at Vanceboro, started off the upland bird season in fine fashion, bagging 12 birds in the first three days. No report on the fourth day, but it’s a safe bet Russ had ‘em spotted.

Back in June—just for the record—that first win over the Boston and Maine golfers looked like this: a 21-stroke team victory for the Maine Central, paced by Gerry Shea’s 78 low gross Class A honors. Low net winner was Joe D’Amuro with 84-76.

Class B low gross, Jim Brice, Rigby, 89, low net, Bob Brewster, engineering department, 96-76. Malcolm Bowies, agent at Steep Falls, won Class C low gross honors with his 99, and George Stanley, auditor revenue, low net with 105-71. The tournament was played at Sanford.

General office playoffs were held at Riverside with a winning team composed of John Wilson, George Ellis, Herb Whittmore, Ed Haley, Ralph Gordan, George Stanley and Bill Haywood. Low net trophies in Class A went to Win Morse and Steve Conley, while a three-way tie marked the Class B results. Knotted up were Blair Walls, Ted Whiting and Henry Kenney.

Thomas J. Foley, former chief clerk, Passenger Department, Port-
land, left Octo-
er 1 for a month’s automobile tour of Europe.

Traveling with John McGrath, Portland travel counselor, Tom flew to Ireland, and will visit Scot-
land, England, Holland, Den-
mark, Belgium, Germany, Austria, Italy and the French Riviera.

DEATHS

H. D. Davis, Chief Clerk, Vanceboro, died January 22.
I. H. Stafford, Locomotive Engineer, Waterville, died January 23.
T. E. Dillon, Head Clerk, So. Portland, died January 25.
W. W. Childs, Freight Handler, Eastport, died January 27.
T. J. Dunne, Office Assistant, Westbrook, died February 4.
M. J. McDonough, Watchman, Portland, died February 14.
T. L. Finney, Ground Switchman, Cumberland Mills, died February 23.
P. E. Driscoll, Yard Brakeman, Portland, died April 12.
H. E. Laro, Yard Conductor, Portland, died May 3.
P. W. Hall, Electrician, Fairfield, died May 1.
P. A. Morse, Machinist, Waterville, died May 15.
H. L. Dougherty, Fireman, So. Portland, died June 1.
N. F. Harding, Electrician, Bangor, died June 7.
G. W. Aldridge, Locomotive Engineer, So. Portland, died June 22.
F. M. White, Carman, Waterville, died June 28.
C. L. Curry, Engine House Laborer, Portland, died July 19.
P. A. Lajoie, Carman, Portland, did August 7.
T. E. Peters, Yard Brakeman, Fairfield, died August 28.
L. J. Deane, Jr., Clerk, Old Orchard, died September 8.
A. R. French, Yard Master, Bangor, died September 8.
M. F. Conley, Carman, Portland, died September 14.
A. A. Babbie, Yard Conductor, Waterville, died September 30.